# Auto Trip to Grand Canyon of the Rio Grande Is Worth the Effort

### Scenic Wonder of West Texas Explored By Officials

Members of School Land Commission Travel Where Wagons Had Scarcely Dared to Go, and See One of Nature's Masterpieces; Travel 7000 Miles in Western Texas in One Car in 90 Days.

Grand Canyon of the Colorado is a difficult and trying experience. It can be made, but only under many adverse circumstances and it requires sticking qualities on the part of the auto driver to carry it through.

The journey by auto to the great Texas gorge has been made however, by members of the Texas School Lands appraisal commission on their tour of West Texas.

Members of the commission over

West Texas.

Members of the commission commenced their labors of going over every section of the school lands in West Texas for the purpose of revaluing them, and they started their work at Midland, and in their labors covered the mountains, deserts, sand hills, and fertile plains and valleys, 10 of the counties being the wildest and roughest in Texas.

Follow Woodcutter's Road.

Follow Woodcutter's Road.

In one place where the land to be inspected was on the other side of a inspected was on the other side of a mountain range, it was decided to follow a wood cutter's road across the mountains to save a long trip around them, and on this road some tremendous grades were climbed, and just after reaching the top a heavy storm accompanied by much lightning broke over the party, but the party managed to make camp by the aid of their electric lights, and after the storm had cleured a man rode up and was surprised to find an auto in such a place. He had seen the lights and declared he was sure it was from some airship. He proved to be the man they were going to see and they found that they were but a short distance from the ranch.

Many Beauriful Places.

While most of scenery offered a variety in plains, deserts and mountains, there were many beautiful places, chief of which were the Husco Tanks, a popular El Paso rendezvous, the Hot Springs south of Sierra Blanca, and the country around Terlingua, the great quicksilver mining district of Texas, and it is in the neighborhood of this section that is found the Grand Canyon of the Rio Grande, a tremendous gash in the range of mountains, with perpendicular walls many of feet high and a gorge eight miles long through which runs the Rio Grande.

There have been but few explorers through this gorge, which was formed by the gradual cutting of the river waters as the chain of mountains slowly rose. The only place on the trip where any auxiliary motive power was required was at the junction of Many Beautiful Places.

AKING a trip in an automobile to the Grand Canyon of the Rio Grande, a rival of Arizona's Canyon of the Colorado is a different trying experience. It can the Terlingua creek and the Rio Grande at the mounth of this gorge and here the car ran into a deep hole in the ford and was pulled out by four "burros" and the vocal efforts of a bunch of Mexicans.

In many parrow passes in this dis-

bunch of Mexicans.

In many narrow passes in this district there was barely room for the car to go, there being steep cliffs above and below the road which was in places but a mere trail. Much of this country which had heretofore never been traversed by an automobile, will be made much more accessible by the efforts of the various highway organizations who are stimulating the building of fine through roads from San Angelo and from San Angelo and from San Antonio, and it will throw open to the hunter and the fishermau some spiendid country which is well stocked with all kinds of big game, and wild turkey and other birds, and many streams well stocked with fine fish.

Car Had Seen Much Service,

stocked with fine fish.

Car Had Seen Much Service.

A few details of the car equipment may be of interest as it is believed that the performance of the car is above the ordinary. The car had been used on a 75 mile mail route, and had traveled over 12000 miles before starting this trip and was engaged and started out on less than two hours notice. It was nicknamed by the party the "Midland Greyhound" and the driver, "captain" Hilton, for the car could travel at will over the country like an ocean greyhound over the sea, and the driver was equal to every occasion in piloting it.

The car carried besides five heavy men, a complete camping outfit, five gallons extra "gas," two gallons extra engine oil, and three to four tires, a total load of 2000 pounds.

Covers 7000 miles.

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Covers 7000 miles.

Over 7000 miles were covered and the car was out of the garage for 90 days and in that time the car was never cranked, the self starter never refusing to work, and there was not five minutes delay on account of the car, and no breakdowns at all.

Ten tires were worn out all told, and there were not over half a dozen punctures on the trip. These were relaired by a portable vulcanizing outfit carried and which was the only special piece of renair equipment in the tool kit. The gas cost from is to 50 cents a gallon and there was seldom trouble in securing it when needed.

Such trips as this one do much to

Road to Artesia Is In Fine Shape -:|:- -:|:- -:|:- -:|:-Good Time Can Be Made Over It



#### **MOTORISTS' PROBLEMS** ARE SOLVED HERE

By WILLIAM H. STEWART, Jr.

Who as President of the Stewart Automobile Academy of New York City, is regarded as the leading authority in Motor Car Education in this country.

Let us solve your motoring problems and discuss your comments. Tell us of your experiences for the benefit of the other fellow. Correspondence invited for publication every Week-End.

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Martin promised to set a few other cars and come to Artesia some time soon, and I trust that you will do so. It you leave El Paso early, you find the trip in one day easily.

Table of Distances.

Below is a fable to El Paso.

Below is a fable to El Paso.

Below where water can be had, and distances between each point.

White Rameb and the route from El Paso to Artesia, which do not lock and the route from El Paso to Artesia, which go not well as working on to Dodge City or Dallas. I have had the footbeen with the route Roowell is working on, to Dodge City or Dallas. I have had from the procession in the control of the road completed and asking him to direct as much traffic as possible over it. He encloses a map of the road to Mr. White Rameb at Mr. Would advise your cleaning all the electrodes probably are slightly distinct springs of the ignition system is where eacessary; also reliming in or effect there is no reason why your motor about the electrodes at the berakway. The decirodes and the breakway should be sufficiently strong to cause and also having the line 100 ... Shiloh Ranch, list is the cause of the trouble and what it and to over the introl a problem of this kind.

Tous take had you have consider that you allow an allow and what it is the cause of the trouble and what is did to correct if—Andrew Sevens when the correct if—Andrew Allow and the proposition in the past was the constant of the cause of the trouble and what is did to correct if—Andrew Allow and the proposition in the proposition in the proposition of the cause of the trouble and what is did to correct if—Andrew Allow and the proposition in the rition and the proposition in the cause of the trouble and what is did to correct if—Andrew Allow and the proposition in the cause of the trouble and what is did to correct if—Andrew Allow and the proposition in the proposition in the proposition in the trip in one of the cause of the trouble and what is did to correct if—Andre ALTER M. Daughterty, of Artes- the valley and our roads here are the tenia, N. M. has written C. B. best in the world,

"Gasoline can be obtained at Hope, N. M., an extra five gallons should be carried with the car from there going back. A 40 horse power 1911 Overland made the trip on 17 gallons of gasoline in NINE AND HALF HOURS running time, with full load, and no attempt was made to establish a good record, as about twenty miles of the road is pewir dragged and was soft.

It is very likely that the pinion on the end of the driving shaft is meshed too deeply in the crown or master gear of the differential. The noise you speak of can be eliminated by moving the two gears slightly apact. Most cars are equipped with an adjustment, so that the differential, as a unit, may be moved from side to side.

Motoring Department, The Herald—Will you kindly give me some reasons as to why my motor overhents so quickly? I continually have to fill the radiator with water—T. Heuther.

The loss of water is due to evaporation, caused by the motor overheating.

Possibly the cylinders are heavily carbonized. This carbon, forming a cont on the inner walls of the cylinders, prevents the proper cooling of

Motoring Department, The Herald-1 have recently purchased a second-hand automobile. It he a hig, seven-passenger car and very heavy. When zoing up hill the engine seems to pound in the front cylinder. Is, it because the connecting rod on the piston is loose, or is it only the spark being advanced too far? This pound only occurs when running up hill at high rate of speed. Thanking you for what information you may give, I am, "Frithful Beader."

If the spir's were advanced too far it would cause a knock in all the cylinders and not particularly in No. 1.

L. A motor knock is difficult to locate. Perhaps you are mistaken as to

L. A motor knock is difficult to locate. Perhans you are mistaken as to the first cylinder. In guing up hills a motor is forced to work more than a manife and a knock from a loose connecting rod or wrist pin bearing would be more noticeable. When the motor is runing till you should be able to locate the knock by sounding with a piece of stell rod beid between the teeth. Close the curs when doing this.

Motoring Department. The Herald—I have a four-cylinder 46-hersepower car which is giving me lots of trouble and expense. I took off my cylinders and found them smooth and even; put in new rings, and it is very hard to crank by hund—I mean it takes a long time to get it to run, and when it

time to get it to run, and when it I find that the bearings in that

Motoring Department, The Herald—Although the differential of my car is well lubricated. I cannot stop the singing. What can you suggest?—La it is most noticeable (at times only) on an upgrade. It is not always heard exceeds the speed of the motor, but it is most noticeable (at times only) on an upgrade. It is not always heard nor is it in evidence at all when the engine runs idle. What can it be and what will cure it? What can it be and what will cure it? What causes this sound, anyway, in any car when running upgrade? Is due to a slipping of the clutch? At first it sounded as though it might be in the gears, but now it sounds just like severe friction somewhere, and it does not always manifest itself, by any means. Some time ago my mechanic instructed me when going downgrade to "go down on my engine" and let the engine hold the car instead of dopending on the brakes, I have done that now for some time. Might that be the cause? She appears to be well olled. Thanks in advance for any help you can give me.—H B. M.

It is possible that the clutch starts to slip and then recovers. This would cause a chattering of the plates at intervals such, as you describe. It is also possible that the shifting forks in the transmission are worn and allow two gears to rub occasionally. The elearance between gears in the transmission is small and when the forks wear two gears may touch each other. Especially would this be no-

coat on the inner walls of the cylinders, prevents the proper cooling of the motor by water.

The hose connections between radiator and motor may be clogged with dirt or possibly the propeller of pump is longe on the shaft. If so the water will not circulate, and an overheated motor is the result.

Drive with the spark advanced as much as possible. This will help to keep your motor cool, and also give you additional power.

Motoring Department. The Herald—I have recently purchased a second-hand sutomobile. It is a big, sevenshand the trouble may be due to a defective or partfally jubricated bearing in the transmission or clutch. A careful inspection of these parts should locate the trouble.

Motoring Department, The Herald,-Is it the state of the state of the spark alcohol is to be added to the water in radiator to keep the same from feezing, or do you know of anything preferable to alcohol? Wm. C. von Post. A solution of alcohol and water, of which 25 percent is wood alcohol, is good to prevent freezing. A can of this should be kept at the garage in No. In the story of the diator, as the alcohol evaporates rap-idly, and the addition of pure water to this solution will soon make a very weak anti-freezing mixture.

Motoring Department, The Herali-lam a most interested reader of your heipful column every week, and now I would like a bit of heip myself, if

Canyon of Rio Grande, East of El Paso

wheel have sufficient space to almost take another ball, and it seems to be this "play" which causes this thump or knock. Should this space be there in the cup or should the balls fill the cup? I have had new cups put in, but that did not meet the trouble. Temporary relief is found only in fresh packing with grease.

Honor Convicts Work on Roads

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the trouble. Temporary relief is found only in fresh packing with grease.

Another thing: I have recently bought a barrel of "carbon proof and high fireproof" "carolene" auto oil from the Valley Oil company. It appears to be most satisfactory, but also appears to feed more plentifully than my former oils. May this he due to it being thinner oil, and can that do any harm? I seem to use considerably more oil than formerly.

I also do not get over eight or ten miles out of a gallon of gas. Is that not rather small for a 40-horsepower Oakland touring (K.S. Motor.)

I always carry my spark advanced to the limit, and she then runs well, but will act badly when spark is slightly retarded, and will stop entirely if spark is fully retarded. What do you think is the trouble there? I shall appreciate your reply.—C. B. Each bearing should have its full complement of balls. If one ball is missing the ball races of the bearing will last a very short time. Perhaps the races have already scored and pitted. If you cannot obtain a ball of the proper size, would suggest that you instal a complete new bearing before further trouble is experienced. A thin oil will use up more rapidly than a heavier grade, especially in a motor which has been used considerably. If the oil is free from carbon as you state, this should not injure the engine. If you are not well pleased with this make of oil it would seem advisable to purchase a heavier grade. If the carburetor is properly adjusted you should obtain more than eight miles to a gallon of gas. A slight misadjustment will not only cause the motor to be sluggish and lose power, but will also prove very wasteful.

It appears that the timing of the spark is rather late in that you are ablused to every the spark advanced.

wasteful.

If appears that the timing of the spark is rather late in that you are obliged to carry the spark advanced to the limit under ordinary conditions. As a rule the range of action on the quadrant is one-third retard action and two-thirds advance action. Would suggest also that the circuit breaker of the magneto be cleaned and the points adjusted. When properly adjusted the motor should not stop when the spark is fully retarded. Possibly one of the connecting links controlling the spark action causes a ground circuit when in fully retarded position.

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Before the water has been drained from the cooling system it is well to fill the radiator slowly in order that the water may pass into the whole system. Before assuming that there is sufficient water in the cooling system, start the motor and allow it to run slowly, then continue to pour water into the radiator until full.

When a motor is hot care should be taken not to pour cold water into the cooling system too rapidly. When the cold water strikes the overheated cylinders it is very apt to crack same, due to the rapid contraction which takes place. Before the water has been drained

nickel or brass finishings with a lu-bricant; especially is this true with nickel finishings. This will prevent

The practice of putting convicts and returned to the prison, so that the percentage of those who failed to serve their full sentences was only 34. This record, says warden Thomas, compares ing or repairing highways, has been favorably with trusts in the outside started in several states and is meet-

started in several states and is meeting with much success, according to reports received by the national committee on prison labor. North Dakota, Oregon. New Jersey, Michigan, Ohlo and Colorado are among the states where the honor system has been developed to its highest degree.

Under the laws of North Dakota, the board of control may employ convicts on the public highways, their expenses in which they work. The law stipulates that the prisoners perform their duties under the supervision of skilled laborers, who act as guards but, so far as possible, the law declares, the convicts are to be placed on their honor,

Another feature of North Dakota's prison laws is worded as follows:
"Each short time convict worked upon"

far as possible, the law declares, the convicts are to be placed on their honor.

Another feature of North Dakota's prison laws is worded as follows:

"Each short time convict worked upon said state roads shall receive a credit upon his time of 18 days for each 30 days that he shall faithfully and diligently work upon said state roads, and in case of convicts serving life sentences, such privileges shall be given them as in the judgment of the warden is proper, but in case that any convict fails to do faithful and efficient work or attempts to escape, he shall forfeit all or as many of said credits as in the judgment of the warden shall be proper."

Of 273 convicts who were worked under the honor system in Ohio, only 18—less than 7 percent—attempted to escape, according to the report of warden Preston E. Thomas, of the Ohio state penitentiary. While these men were thus employed, there was no barrier except their own honor between them and freedom. Of the 18 men who broke faith, all but seven were caught.

undue rust and save considerable trou-ble when the car is again placed in MARKERS FOR THE

A disagreeable rattle can often be traced to the hood where it rests on its seat. Strips of rawhide or other anti-friction, material should be installed to prevent any squeak or rattle.

The good roads program is based on

#### KING'S HIGHWAY

Road Will be Marked With Granite Pasa by the B. A. R. of Texas. There is joy in the ranks of the

ils seat. Strips of rawhide or other anti-friction, material should be installed to prevent any squeak or rattle.

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The universal joints in the propeller shaft and clutch shaft are probably the most neglected parts of any car. These parts have considerable work to do and should be well lubricated. They should be inspected and inhirtated approximately every 500 mlles. Care should also be taken to keep these protected from dust and dirt.

WARNING SIGNS FOR ROOSEVELT AUTOROAD Phoenix, Ariz, Nov. 29.—Warning signs are to be placed along the Roose-velt road, Arizona's greatest scenic highway.

Becent travelers over the road complain that it is slippery and danger-ous. They say that suitable signs at curves would do a great deal to make the highway safe. Accordingly the road engineer M. C. Harris out to log send engineer M. C. Harris out to send engineer M. C. Harris out to send engineer M.

The Zeiger dining room is now open nill 12 colock each night for thester arties, etc. Entrance through the parties, etc. Entrance tobly. Advertisement.

# MO-BIM

## Five Minutes Will Win You to All-Weather Treads

The treads are double-thick-The rubber is extra tough-The grips are deep and enduring-The edges stay sharp-They face the skidding direction-The blocks meet at the base-The surface is flat and smooth.

Here is a tread which runs as smoothly as plain treads. It is just as economical.

It gets rid of all features which made antiskids costly, or made them cause vibration.

On dry roads it runs like a plain tread. To wet roads it gives an irresistible grip.

It is the tread for all wheels and all seasons. On Goodyear tires—the largest-selling tires in the world - it is outselling plain treads with users. In winter it is an essential.

Five minutes will show you that no other anti-skid begins to so meet the requirements. Some are shallow, some soft, some irregular. Some have rounded grips.

Some have separate projections which center the strains at one point in the fabric. Some cause much vibration.

Here is a flat tread, broad, smooth and regular. Here are deep grips. which last for thousands of miles. Here is rubber toughened by a secret process.

Toronto, Canada

Branches and Agencies in 103 Principal Cities

the edges face the skidding direction. Here are blocks that widen out and meet at the base, so the strains are spread as with

Here are sharp edges which stay sharp. And

This is the latest of Goodyear inventions. It solves anti-skid problems as never before. It combines plain-tread economy with the safety of a most tenacious grip.

You are bound to adopt it. A five-minute comparison will make you a convert. Don't buy a tire for winter use without coming to see this tread.

#### Plus These Savings

All-Weather treads, if wanted, now come on No-Rim-Cut tires. And you get these features too:

Tires that can't rim-cut-Tires that save blow-outs-Tires that save loose treads.

We control the No-Rim-Cut feature. The saving of blow-outs adds to our tire cost \$1,500 daily. No other maker adds this extra cost. Our way of preventing tread separation is patented, and we control the patent.

You get all these savings in No-Rim-Cut tires, and in no other tires in the world. As a

result, these tires today are the largest-selling tires in the world. You are courting tire trouble,

you are wasting tire money, so long as you go without them. Let us prove this to you. THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

Mexico City, Mexico

Write Us on Anything You Want in Rubber For Sale by All Dealers

No-Rim-Cut Tires

With All-Weather Treads

# "We are completing the route from Artesia to Lovington and expect to finish next week, with all the send out. "We hope that you will get the sand between Fort Bliss and Hueen park, and the Hueen mountains road fixed yeary spon. We would like to have you reute cars over this road to the Pecos valley and advise them they can then go to any point in the valley on extra good road. We have no sand in Caring For the Inner Tube; How to Save It and Get Best Service

ways understood by the consumer and

"We wish to impress on the public that we are not making this road for the valley alone, but for the cross country travel, and further that you can come from El Paso to the valley on this route and then go up or down the valley to any point and travel a less distance and have a better road, than by any other route.

"We ha's completed all the rock work except about three miles and

we have completed all the rock work except about three miles and hope to get to that some time this month. Of course there are some few little rocky spots along the route that we will take care of a little later as well, but they are very short and do not bother much.

On to Lovington.

not bother much.

ONSTRUCTION of inner tubes and heats to such a degree as to burn the the things which contribute to tube, making it thin, brittle and lifetheir wearing out, are not all less—this ean be recognized by the hency-combed appearance.

A Splendid Rond. "Every road fork has a metal sign and indicating which road to take-

both going and coming—there being in all 26 sign boards between Artesia and El Paso. All loose and damaging rocks have been raked from the road

their wearing out, are not always understood by the consumer and as a result, many times he does not get the best tube service.

Spare tubes should not be carried in cardboardshoxes as furnished from the dealer's shelves—there is danger of the tubes chaffing.

If larger tires are used on the rear wheels than in front, carry extra tubes of each size, langer tubes are made to size, and if a tube too large for the case is used, pinching and wrinkling will result. A 4½ inen tube, therefore, or vice versa, if a tube is used in a four inch ease or vice versa, if a tube is used in a four inch case targer than that for which it is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and beating of the tube is considered, is intended, abnormal stretching and when the tube is replaced. That a tube with a very large blowout may be repaired by inserting a new section is not known by many.

Until 1312 valves were cominged by this company, when hydrometric in the first distribution of the fabric. An additional good labricant should be used, however. Some users neglect allogether to use others use it to excess, if soapstone is the lubricant and too much is used it collects in one place, crystalizes an

Motoring Department, The Herald—About how often do you think it necessary to change the old in my engine crank case. It is a good plan to fit that often. After removing the old throught he pluss at the bottom of the crank case. It is a good plan to fit the crank case is the sex accordance of the crank case. It is a good plan to fit the crank case is the sex accordance of the crank case is the sex accord

Motoring Bepartment, The Herald—How can I stop the rattling in the brake bands on my car!—L. P. B.
Possibly the brakes need relining. When warn down they generally are noisy. Also shim up or bush the suspension points so that there will be no lost motign. It is advisable to use small coil springs to keep the suspended parts from hitting the brake drums.

\* \* \* \*
Motoring Department, The Herald—I have an Cakland Isil 40-horsepower model K. S. with a K Special—left hand motor. Can you please inform me through your columns of this most valued department in your paper what may be the cause of a "growling" in the machinery. Seemingly it is in the clutch, for when I cut out the clutch is stops for the time being multiple disk clutch). It sounds just as though one might be running down with larger stems fitted.

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Motoring Department, The Herald—
I have an Oakland 1811 46-horsepower model K. S., with a K Special—left-hand motor. Can you please inform the through control of the con

you please.
In my front right hand wheel there often develops a "thump," and I have found that it can be overcome by taking it off and repacking it with greate but it only lasts a comparatively short time.